

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:56 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1151 Const Calendar Day: 724 Date: 29-May-2014 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field on setup of TR's 14-17. Crews at the Pier 7 warehouse area are working an 8-hour shift 0600 through 1430. Ironworkers Jared Garrett and Jonathan Canites work all day on CCO 314. Laborer Carlos (Pedro) Garcia works all day on CCO 314. Operator John Sabatino works at the CCO 314 site for a combined time of about 1/2 hour (~1000~1015 and ~1130~1145), with the non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day not covered by this diary.

Note that Ironworker Jonathan Canites hits his lip and splits it during work at the test rigs this morning. The ABF safety staff examines the injury and work site. The ironworker continues working after the incident.

At the start of the day, the laborer adds previously cut timber blocking under the previously installed jacks at TR's 14 and 15. The jacks were previously supported on temporary timber blocking, not the final timber blocking that is being installed this morning that will be in place during the jacking operation which is sized so as to not interfere with the VGO displacement transducers.

At the start of the day, the ironworkers complete work on the guide angles at TR 15. Yesterday, they had started but not finished the work to remove the guide angles, shim up the guide angles, and chamfer the end of the guide angles. The guide angles are shimmed up with plate washers taken from TR's 5 to 13. A disk grinder is used to chamfer the end of the guide angles so that if they do hit the vertical plate at the end of the jacking beam, there is an opportunity for the jacking beam to push past the guide angles.

Then the ironworkers temporarily attach hydraulic hoses (short hoses for this operation, not the long hoses that will be used later for the jacking steps) to the jacks at TR 14 to extend the jack pistons to the lugs on the jacking beams. The ironworkers also adjust the timber blocking that the laborer had installed earlier this morning under the jacks. Then the ironworkers place pallets of sandbags, two 10' k-rail, and the wedged steel plate with some sandbags between the k-rail at TR 14S. The sandbag, k-rail, and steel plate work starts ~0950 and is complete ~1015.

Starting about 1000, the laborer works on the SWPPP containments at TR's 14S and 14N. Previously, the SWPPP containments from the original TR 1 were repaired in the center areas but could not be completed at the north and south ends until the work on the end plates was completed.



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Starting about 1015, the ironworkers temporarily attach hydraulic hoses (short hoses for this operation, not the long hoses that will be used later for the jacking steps) to the jacks at TR 15 to extend the jack pistons to the lugs on the jacking beams. The ironworkers also adjust the timber blocking that the laborer had installed earlier this morning under the jacks. Then the ironworkers place pallets of sandbags and two 10' k-rail at TR 15S with this work being complete by the 1100 lunch break. After the lunch break, the ironworkers install the wedged steel plate with some sandbags between the k-rail at TR 15S.

After completing the SWPPP containments at TR 14, the laborer begins work on the SWPPP containments at TR 15. The laborer is complete with the SWPPP containment at TR's 14 and 15 by about 1230. Note that the caulking of the 2x4's for the SWPPP containments at the south ends of the TR's is necessary to be complete before VGO installs their displacement transducers in these congested areas around the jacks and jacking rod/coupler, but VGO cannot do this work until the caulk is dry later today or tomorrow. The traffic plates at TR's 14S and 15S cannot be installed by ABF until after VGO installs the displacement transducers because it restricts access to the areas of this instrumentation installation.

After 1200, one of the ironworkers begins work on the TR 7 test rod which had the cylindrical sleeve removed a few days ago. Testing in TR 7 was completed in February, but lab testing is now scheduled to begin soon to pull it to failure (couldn't pull to failure in February due to failure of the jacks). The DJV and CT-METS have requested the cleaning of the rod to get it to the point where the heat treater will accept it – the heat tinting at the heat treater is scheduled for Monday next week. The ironworker uses a wire wheel brush, a hand brush, and brake cleaner to clean portions of the rod that were not previously cleaned in the operation to remove the cylindrical sleeve. This work is complete by about 1330.

While one ironworker is working on the TR 7 rod, the other ironworker does final sealing work at the bellows/flashing at TR's 14 and 15. This work includes installing and tightening the hose clamp near the end of the bellows/flashing so that it is tight against the rod and adding a bead of caulk all around at the end of the bellows/flashing against the rod. This work is completed at TR's 14N, 14S, 15N, and 15S between 1200 and 1245. Then at 1245, the ironworker starts work at the guide angles at TR's 15 and 16 to remove the guide angles previously left in place at the old TR's 3 and 4 so that they can shimmed up.

After completing SWPPP containments at TR's 14 and 15 by about 1230, the laborer works on the 12x12 timber stacks at the test rigs to secure them with 2x4's so they are stable and working together when they support the traffic plates. This work was completed by the laborer previously at some test rigs (portions of TR's 14 and 15), but not at others (other portions of TR's 14 and 15 and all of TR's 16 and 17). The ironworkers also spend some time in the afternoon to get some additional timber to add to the stacks to support the traffic plates high enough about the test rigs – some portions of the top layer of timbers (4x6's, 6x6's, 8x8's) had been removed sometime between the end of work on TR's 1-4 and the start of work on TR's 14-17.

Working from VGO on site today are Dave Van Dyke, Rob Rutledge, Nick Buck, and Pamela Wallace. They start work on site at 0800, take lunch between 1200 and 1300, and leave the site at 1700. VGO starts the day by completing the installation of the strain gauges at TR 17, which was half done yesterday (north gauges were completed yesterday; south gauges are completed this morning). These last strain gauges to be installed at TR's 14-17 are complete mid-morning. VGO also starts the day by continuing to work on connecting the strain gauges at TR 14 to the wire run to the eDAQ. This work connecting the strain gauges also includes several QC checks. VGO also works today to connect the strain gauges at TR's 15 and 16 to the wire runs and perform QC checks. VGO also installs the north wet chamber thermocouples at TR's 14 & 15 because work in the area is complete by ABF (traffic plates are in place). Some of VGO's time today is spent working on the data programming, including the system to automatically send emails when a rod breaks – doing checks of this notification system.

A compressor – IR 185 ABF ID 002039 – is used for some time today and is on idle/standby at the test rig work area the rest of the day. A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used for most of the day. A 40kW generator – MQ Power 40 – ABF ID 002051 is used for a portion of the day and is on idle/standby at the test rig work area the rest of the day. A Hydraulic Pump for running the jacks is used for a portion of the day and is on idle/standby at the test rig work area the rest of the day. An

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oxyacetylene torch is used for portions of the day. An extendable forklift (Gradall 544D – ABF ID 002005) and Hyster 155 forklift (ABF ID 002375) are used at different times at the TR's. A Kubota Cart is used by the laborer and a second Kubota Cart is used at times by the ironworkers.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

20' rented k-rail = 10 pieces

20' ABF k-rail = 6 pieces

The tabulation of the 20' ABF k-rail is as follows:

Two (2) 20' ABF k-rail at the north end of TR 17.

Two (2) 20' ABF k-rail at the north end of TR 16.

One (1) 20' ABF k-rail at TR 15 (longitudinal running).

One (1) 20' ABF k-rail at TR 14 (longitudinal running).

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 2 hrs

Ironworker Jared Garrett - 8 hrs

Ironworker Jonathan Canites - 8 hrs

Laborer Carlos (Pedro) Garcia - 8 hrs

Radios (3 radios) - 24 hrs

Kubota Cart - 8 hrs

Hyster 155 Forklift - 4 hrs

7kW Generator - 6 hrs

40kW Generator - 2 hrs

Skilsaw - 8 hrs

k-rail: 6 pcs @20'

Crane Mats (12x12 - 5'x16') - 2 pcs

Crane Mats (12x12 - 5'x7') - 8 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work

INSPECTOR OT REMARK:

Field and Office 2 hours: ABF's shift is 0600 to 1430, the VGO shift is 0800 to 1700, and I am present in the field most of the time between 0600 and 1430 and some of the time between 1430 and 1630. In the 1430 and 1630 time period, I am also in the office addressing CCO 314 issues with the DJV and CT-METS. My shift is 0600 to 1630 and my OT hours are 1430 to 1630.